

### **Amendments to the Specification**

Please replace paragraphs [0009] and [0010] with the following amended paragraphs:

**[0009]** In a third aspect of the present invention, this is accomplished by providing a sortation system comprising: a longitudinally extending monorail track; a plurality of interconnected cars, at least one car being a drive car, and at least one car being an article conveying car, each car ~~includes~~ including two wheel assemblies, each wheel assembly engaging the track, each wheel assembly comprising: ~~a plurality of two vertically spaced apart side wheels,~~ the side wheels rotating about a vertical axis; and an end wheel, the end wheel rotating about a horizontal axis, the end wheel being a caster, the caster swiveling about a vertical axis.

**[0010]** In a fourth aspect of the present invention, this is accomplished by providing a track comprising: a longitudinally extending monolithic monorail track having an upper wheel engaging section; a lower wheel engaging section; and a power section, the upper wheel engaging section being connected to an upper portion of the power section and the lower wheel engaging section being connected to a lower portion of the power section; and a multi-conductor power bus mounted within the power section, wherein the upper wheel engaging section, the lower wheel engaging section and the power section each have a U-shape, wherein the upper wheel engaging section ~~U-shape~~ has its open side facing downward, the lower wheel engaging section ~~U-shape~~ has its open side facing upward, and the power section ~~U-shape~~ has its open side facing horizontally; and the upper wheel engaging section ~~U-shape~~ open side, the lower wheel engaging section ~~U-shape~~ open side and the power section ~~U-shape~~ open side all facing towards a common center; ~~and a plurality of interconnected cars, at least one car being a drive car, and at least one car being an article conveying car.~~

Please replace paragraph [0012] with the following amended paragraph:

**[0012]** In a sixth aspect of the present invention, this is accomplished by providing a drive car adapted for drivingly engaging a track comprising: a frame; ~~[[a]]~~ two wheel assemblies attached to the frame, each wheel assembly comprising: a plurality of spaced apart side wheels, the side wheels rotating about a vertical axis; and an end caster wheel, the end caster wheel rotating about a horizontal axis, the drive car having a forward direction of travel, one wheel

assembly having the end wheel at an upper end of the wheel assembly and being forward of the other wheel assembly, the end wheel of the other wheel assembly being at a lower end of the wheel assembly; and a motor and drive wheel assembly attached to the frame, the motor and drive wheel assembly being vertically movable relative to the frame, the drive wheel being adapted to drivingly engage the track, the motor and drive wheel assembly comprising: a cantilever bar attached to a rear part of the motor and drive wheel assembly, a portion of the cantilever bar distal from the motor and drive assembly being attached to the frame; and a slide assembly mounted between the rear part of the motor and drive wheel assembly and the frame, the slide assembly comprising a slide slidably fitting within a slotted member, the slide assembly permitting the motor and drive wheel assembly to move vertically relative to the frame, the drive wheel being positioned between the wheel assemblies.

Please replace paragraphs [0014] and [0015] with the following amended paragraphs:

**[0014]** In an eighth aspect of the present invention, this is accomplished by providing [[a n]] an article conveying car comprising: a frame comprising two side plates connected by a plurality of cross bars; three rollers rotatably attached to the ~~frame~~side plates, the three rollers being arranged in a triangle; an endless movable belt about the rollers; two wheel assemblies attached to the frame, each wheel assembly comprising: a plurality of spaced apart side wheels, the side wheels rotating about a vertical axis; and an end wheel caster at a lower end of the wheel assembly, a wheel of the end wheel caster rotating about a horizontal axis; a bi-direction position controllable belt drive attached to the frame and operably connected to one of the rollers; and an interconnection adapted to connect one article conveying car to one of a drive car and another article conveying car, the interconnection including a mechanical connection and an electrical connection.

**[[0015]** In a ninth aspect of the present invention, this is accomplished by providing an article conveying car comprising: ~~each article conveying car comprising:~~ a frame comprising two side plates connected by a plurality of cross bars, and a reduced friction plate having a groove therein; three rollers rotatably attached to the ~~frame~~side plates, the three rollers being arranged in a triangle, each roller having a groove therein; an endless movable belt about the rollers, the belt having a rib extending therefrom, the belt rib tracking in at least one of the reduced friction plate groove and the roller grooves; two wheel assemblies attached to the frame; and a bi-direction

position controllable belt drive attached to the frame and operably connected to one of the rollers.

Please replace paragraph [0017] with the following amended paragraph:

**[0017]** FIG. 1 is a plan view of a monorail sortation system according to the present invention;

FIG. 2 is an end view of a monorail track for use with the sortation system shown in FIG. 1;

FIG. 3 is a perspective view of the monorail track shown in FIG. 2, illustrating the ~~power bus~~ mounting flanges;

FIG. 4 is a second perspective view of the monorail track shown in FIG. 2, illustrating the ~~mounting flanges~~ power bus;

FIG. 5 is an end view of a section of the monorail track shown in FIG. 2, illustrating the engagement of a wheel assembly with the track;

FIG. 6 is a perspective view of the tow car shown in FIG. 1;

FIG. 7 is a perspective view of the tow car shown in FIG. 6, without a cover;

FIG. 8 is a side view of the tow car shown in FIG. 6;

FIG. 9 is a side view of the lower portion of the tow car shown in FIG. 6;

FIG. 10 is a perspective view showing the details of the motor and drive wheel assembly;

FIG. 11 is a perspective view of the cross belt car shown in FIG. 1;

FIG. 12 is a perspective view of the cross belt car shown in FIG. 11, with the cross belt removed;

FIG. 13 is second perspective view of the cross belt car shown in FIG. 11, with certain components removed; and

FIG. 14 is an end view of the cross belt car shown in FIG. 11.

Please replace paragraph [0026] with the following amended paragraph:

**[0026]** In operation, the central control system uses RF signals to broadcast control signals to drive cars 20 and to article conveying cars 24. Wireless modem 66 receives the control signals for both drive cars 20 and article conveying cars 24 and passes them to the computer 68, which then passes the control signals to the DC servo controller 70. DC servo

controller 70 has two functions. First, it uses the control signals to send the appropriate control signals to DC servo motor 92 to move car 20. Second, it passes the control signals for the article conveying cars 24 through interconnection 56 to the other cars. Drive car 20 and article conveying car 24 use a CAN<sup>®</sup> CAN (Controller Area Network) serial bus network for inter-car communication. Interconnection 56 includes both a physical connection (see FIG. 8) and an electrical connection (see FIG. 7). Depending upon the characteristics of the controller 70 and the computer 68, the location where these functions are performed could change.

Please replace paragraph [0029] with the following amended paragraph:

**[0029]** Car 24 includes a bi-directional DC servo motor 112 that is connected to drive roller 102 by drive belt 114. Preferably, both DC servo motor 112 and drive roller 102 include drive sprockets 116 and drive belt 114 is a grooved or ribbed timing belt. In one embodiment, roller drive sprocket 116 is cut into the end of roller 102. Car 24 includes a DC servo controller similar to the DC servo controller 70 for drive car 20. The DC servo controller receives commands from the central control system through interconnection 56 via a drive car 20 and any article conveying cars 24 between the DC servo controller and the drive car 20. In one embodiment, car 24 includes a photo sensor (not shown) that counts flags (not shown) to determine the position of car 24. When the designated number of flags have been counted, the DC servo controller operates DC servo motor 112 to move belt 100 causing a package to be moved from car 24 into a bin 5. When a large or long package has been placed on two adjacent article conveying cars 24, the DC servo controller for the lead or forward car operates its belt 100 first causing the package to turn towards bin 5. Next, belt 100 on the following car is operated ejecting the turned package into bin 5. Where bin 5 is large enough to accept a long package without it being turned first, belts 100 on both cars 24 are operated together to eject the long package into bin 5.